

# **NEW ENGLAND TRANSPORTATION CONSORTIUM HANDBOOK**

For use by the trucking industry to utilize  
the **NETC Common Truck Permit Procedures** for  
certain **Non-Divisible Oversize/Overweight Vehicles**  
traveling on state highways

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*for the*  
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**Federal Highway Administration**  
*and the*  
**American Association of State Highway and Transportation Officials**



January 2, 1995

(revised)



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for

**THE NETC COMMON TRUCK PERMIT PROCEDURES  
FOR NON-DIVISIBLE OVERSIZE/OVERWEIGHT LOADS**

**1.0 Background**

Five of the New England States (Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont) have formed the New England Transportation Consortium (NETC) to pool the resources of the region in the development of substantially improved methods for dealing with common, high-priority transportation problems. One of the first such problems to be addressed has been the need to develop more uniform and equitable procedures for issuing permits for non-divisible oversize and non-divisible overweight trucks engaged in interstate travel within the five states. The result of this pooled effort has been the development of a common set of procedures for implementation in the five states, which are described in this document.

This project, referred to as the Truck Permit Project, began in October 1985. Working with a Technical Committee composed of representatives from each of the five states and the Federal Highway Administration (FHWA), the Center for Transportation Studies at the Massachusetts Institute for Technology MIT) undertook a comprehensive analysis of the current practice of issuing permits in the five states. The MIT analysis resulted in the preparation of a comprehensive report titled, "The Development of a Common Regional System for Issuing Permits for Oversize and Overweight Trucks Engaged in Interstate Travel" (May 1, 1986). The recommendations made by MIT in that report included the following:

1. The states should adopt a common set of safety regulations.
2. An interstate communication network should be established.

3. An "Issuing State" concept should be established for issuing permits for certain oversize and overweight vehicles.
4. An "Envelope Vehicle" should be established for routine non-divisible oversize permits. The MIT analysis resulted in the identification of such an envelope vehicle (for width, length, and height) which would incorporate about 80 to 90 percent of all interstate permits issued in New England for non-divisible oversize trucks.
5. Similarly, an "Envelope Vehicle" should be established for routine non-divisible over weight permit. Again, the MIT analysis resulted in the identification of an envelope vehicle that would incorporate about 80 to 90 percent of all interstate permits issued in New England for non-divisible overweight trucks.

The five states agreed with the results of the analysis and recommendations made by MIT, and decided to implement those common procedures. It was concluded that significant benefits would result to the motor carrier industry, the state transportation agencies, the motoring public, and consumers throughout the region.

Substantial work has been accomplished since the publication of the report on May 1, 1986, towards implementing the common procedures. This has included substantial communication and coordination within each state, between states, and between public agencies and the motor carrier industry.

The information contained in this Handbook marks the culmination of that cooperative effort.

## 2.0 Purpose of This Document

There are about one million trucks registered in the six New England States, of which nearly 10 percent are engaged in interstate travel. This document applies only to those trucks engaged in oversize and/or overweight interstate travel within the five states included in the NETC. It is estimated that when the common procedures described in this document are implemented, they will improve the overall efficiency within each state. However, because each state will continue to receive all the receipts from each permit to allow those trucks to travel on their highways, they will continue to receive the same amount of revenues as they would if they were issuing the permits themselves.

The purpose of this document is to clearly describe the common procedures that will be used to issue permits for certain non-divisible oversize and overweight trucks for state administered highways. When municipal highways and or turnpikes must be used for such travel, the truck operator must continue to obtain all permits from all individual jurisdictions that may be involved. More details on these exceptions are included below.

The Agreement was developed by five of the New England states, as noted above. However, its provisions have been established in a way that allows for other states, both inside and outside New England as well as Canadian Provinces, to become participants in this procedure as well.

### 3.0 Definitions

#### 3.1 Envelope Vehicles

The envelope vehicles to be included in the Agreement shall include any non-divisible oversize or overweight combination vehicle which falls within the following limits:

Length: 90 feet or less

Height: 13 feet - 6 inches or less

Width: 14 feet - 0 inches or less, except for modular or mobile homes. In that case, an additional 6 inch overhang for eave(s) will be allowed. The greater overhang shall be on the right-hand shoulder side of the highway, making the case 14 feet - 6 inches.

Weight: 108,000 pounds or less, traveling on five or more axles, 120,000 pounds or less, traveling on six or more axles. See attached sheet for additional detail including axle spacing and maximum axle weights.

Envelope vehicles will be issued permits by the "Issuing State" to travel on specified, designated routes (as defined below) within the Agreement region. Operators of vehicles exceeding any limitation of the envelope vehicle must obtain separate permits from each state in which travel will occur, in accordance with state permit procedures.

The intent of multi-state permits is to authorize Overdimension movements on combination vehicles of 3 or more axles if the legal weight is not exceeded. Therefore, 5 axles if weight statutes are not exceeded in any state for which permit is issued. When issuing permits which are overdimension only, the "total Combination Gross Weight" will specify "LEGAL".

### 3.2 Issuing State Concept

#### 3.2.1 For One Way Trips

For specific permit types that include the envelope vehicle, one state, the Issuing State, will issue the permit and collect fees for all states through which a specific vehicle will travel. The chart and the accompanying explanation on the following page illustrate how the concept will work. The rationale for establishing this method is based upon the concept that the most complicated part of the trip will be at the destination end, because destinations will likely be quite diverse within any individual state (Cases 1 and 3 in the accompanying chart). Of course, when the origin is inside the Agreement States and the destination is outside (Case 2 in the accompanying chart), there is no choice but for the origin state to issue the permit. For through trips (Case 4) it was concluded that the easiest method is to have the entry state issue the permit.

#### 3.2.2 Special Return Trips

Although multi-state permits are for single trips only, it would be advantageous to the trucking industry and the state permit offices to issue a special return trip permit in one transaction for certain situations. For example:

1. Assume that a 10 ft. wide semi-trailer is being used to move a 12 ft. wide piece of equipment from Rhode Island to Maine. In this case, it would be permissible for Maine to issue a permit which would give the routing from Rhode Island to Maine and have words added to that routing stating "and return, empty, with a width not to exceed 10 ft." The fee would require payment for a 12 ft. permit from Rhode Island to Maine and a 10 ft. permit from Maine to Rhode Island at the same or a different fee, depending on the appropriate fee schedule of the states involved.



# THE ISSUING STATE CONCEPT

Outside Agreement States

Agreement States

Outside Agreement States

Case 1

Origin \*Destination

Case 2

\*Origin

Destination

Case 3

\*Destination

Origin

Case 4

Origin

\*Entry State

Destination

## \*Issuing State

- Case 1: For trips where the origin and destination are both within the Agreement States, the state of destination will issue the permit.
- Case 2: For trips where the origin is in the Agreement States and the destination outside, the state of origin will issue the permit.
- Case 3: For trips where the origin is outside the Agreement States and the destination is inside, the state of destination will issue the permit.
- Case 4: For trips where both the origin and destination are outside the Agreement States, the entry state will issue the permit.

2. In a second example, assume a situation involving the delivery of one piece of equipment 12 ft. wide, and a new load returning with another 12 ft. wide piece of equipment. In this case, the permit would read simply "and return with \_\_\_\_\_ (description of second item)". The fees would be collected as appropriated for the two separate moves, but one permit would cover both moves over the same routing.

The above procedure would not allow movement from the 12 ft. original trip routing without another permit; neither would it allow any other legal limit to be exceeded without the need for another permit. A piece of equipment that would not fit the parameters of the initial permit would require another separate permit and not be eligible for a special return trip.

### 3.2.3 Periodic Review of These Procedures

The Agreement States will review the experience with this concept after one year of operation. They will discuss the results of this experience with the motor carrier industry and decide what, if any, modifications may be appropriate to achieve greater efficiencies.

### 3.3 Regional Highway Network

The Agreement States have developed a regional state highway network as the designated state administered routes over which the envelope vehicles are permitted to travel in accordance with the multi-state Agreement. When the Issuing State issues a multi-state permit, the permit will designate the route(s) within each state over which that specific truck and/or load may travel. No other routes may be used in order to make the trip for which a multi-state permit has been issued.

A Regional Highway Network Map showing the designated system is included as Appendix B in this document.

The map in Appendix B also indicates and describes the current restrictions that are in place for the regional network. A dashed route indicates where some envelope vehicles may be further restricted temporarily at this time. A dot-dash route signifies authorized routes with time-of-day restrictions, and a dotted route is for Toll Roads (Maine Turnpike and Massachusetts Turnpike) where separate additional permits are required. In addition, some urbanized areas are subject to certain restrictions as described in Section 6.0 of this document.

Each time a temporary restriction must be put into effect, and when the restriction is ready for removal from the map, the individual state will notify the other Agreement States as quickly as possible of that event.

When the Issuing State issues a multi-state permit for an envelope vehicle, there is no need to obtain permission from another state or states when all the conditions of the Agreement are being met and the designated Regional Highway Network is being used.

### **3.4 Access Highway Network**

Within each state there is a need for the envelope vehicle to travel to and from the Regional Highway Network in order to gain access between its origin and destination. Each state has identified an Access Highway Network, which connects the most likely points of origin or destination of non-divisible oversize or overweight loads (for the envelope vehicles) to the Regional Highway Network. The Access Highway Network is available in each state Permit Office.

The Issuing State may issue a permit for an envelope vehicle to use the Access Highway Network in another state or states, without seeking approval from the other states. The access routes will also be designated on the multi-state permit. The entire specific routing on the state highway system will appear on the permit. However, if a truck operator must gain access to a point which is not accessible on the approved network, the Issuing State will contact the appropriate state for special instructions to gain that access. By mutual agreement under unusual circumstances the origin state may issue the multi-state permit.

Each state will designate those routes over which the envelope vehicles may be routed by other participating states.

Each state is responsible for amending routes as required by construction, etc., and notifying all other participating states of detours or alternate routes no later than ten (10) working days prior to the changes taking effect, unless an emergency situation occurs which would not allow for that action.

The state issuing a permit for multi-state travel will authorize travel only on those routes previously designated by the participating states. (As shown in Appendix B, but modified from time to time.) When issuing a Case 1 permit where the origin state is a member of the Agreement States, then the Permit Issuing State may coordinate origin routing with the permit office of the origin state. Coordination is not required for local origin routing in cases where the permit is issued to a major generator of permit loads and the local origin routing has been previously approved for envelope size loads.

The multi-state permit contains a space on which the acceptable routes of travel will be clearly designated, for a specific vehicle (tractor and trailer). No deviation from the designated route is allowed, unless an approved alternative route is required as determined by a particular state. When a particular load must use highways under local jurisdiction (off the State Highway System), the truck operator must obtain the local permits required. (See Section 3.6 for more detail.)

### 3.6 Permit Requirements for Routes Encompassing Turnpikes and Streets or Highways Under Local Jurisdiction

The procedures described in this document apply to highways under the jurisdiction of the state agencies that are parties to the Agreement. Thus, if a particular trip covered under this Multi-State Agreement requires a permitted truck to use a turnpike (in Maine, Massachusetts, or New Hampshire) or streets or highways under the jurisdiction of a town, city, or county, the truck operator must obtain those additional necessary permits as the current practice requires.

However, in the case of the Maine and Massachusetts Turnpikes, as shown in dotted blue on the designated system some important changes have occurred which will further simplify the overall procedures:

1. **MAINE:** In order to travel over the Maine Turnpike, the operators of such vehicles must have in their possession a permit issued by the Issuing State. A \$10 permit fee will be collected at the entering toll plaza on the Turnpike and the applicable fare in accordance with the regular fare schedule will be collected at the exiting toll plaza.
2. **MASSACHUSETTS:** There is no longer a need to apply for a permit 30 days in advance. The permit will be issued at the toll gate at the time of entry.
3. **NEW HAMPSHIRE:** The New Hampshire Turnpikes are under the jurisdiction of the NH Department of Transportation, so a separate permit is not required.

When a permit is issued by the Issuing State, and part of the trip incorporates a turnpike or a local street that requires a separate permit, the permit form will indicate that requirement. Following is an example of such a trip, which begins in Providence, RI, and ends in Portland, ME. This hypothetical trip begins its travel from Providence on State Route 146, to the Massachusetts Turnpike to I-495, then to I-95 through New Hampshire and Maine to Portland, ME. The information on the permit form would be as follows.

- a.           RI           Route 146
- b.           MA           Route 146, Mass Turnpike\*, I-495, I-95
- c.           NH           I-95
- d..          Maine        I-95

\*Note: A Separate Permit Must Be Obtained At Toll Gate for this Segment.

In this example, the Common Permit Form would be valid for all portions of the trip except for that portion on the Massachusetts Turnpike. The truck operator must obtain a separate permit from the Massachusetts Turnpike Authority for that portion, as noted above.

### 3.7           Common Permit Form

A single trip permit will be issued by the Issuing State for travel in all the Agreement States required by the envelope vehicle. The Common Permit Form is included as Appendix A in this document. This single trip permit will be valid for a period of five working days, for use by the permitted vehicle only (tractor and trailer).

Permits may be issued not more than five (5) calendar days in advance of the effective date to assist permittee scheduling and permit offices in leveling work load. Additional advance issuance could jeopardize safety due to changing status of system such as detours, maintenance activities, etc.

Based on the experience of the states, and an analysis of limited data, we have concluded there is a relatively low frequency of current requests for substituting hauling components after a permit has been issued. Therefore, hand written substitutions for the tractor and/or trailer will be written substitutions for the tractor and/or trailer will be allowed only for such extraordinary circumstances that may be required by mutual agreement upon communication by telephone with the Issuing State permit office. The names of both parties will be exchanged as well as the reason provided for the requested change, and each party will note this modification on their respective copies of the permit. Those extraordinary circumstances will almost always be caused by a mechanical failure.

Similarly, it is not anticipated that there will be a need for extending the time period beyond five working days. However, extensions for very short periods will be granted for extenuating circumstances, normally not exceeding one day or for a specific day, by mutual agreement via telephone and hand written modifications. The names of both parties will be exchanged as well as the reason provided for the requested change, and each party will note this modification on their respective copies of the permit.

The Common Permit Form will be used only to issue interstate permits in accordance with the process established by the Agreement States. For any required permit travel not covered by that Agreement, the truck operator must obtain individual state permits.

The permit must be carried by the operator of the vehicle at all times, and must be available for inspection in each Agreement State.

### **3.8 Fee Collection and Distribution**

Each state has developed its own current fee schedule and method for collecting the fees. The most current fees are described in Section 7.0 of this document.

When an Issuing State issues a multi-state permit, the truck operator will pay to the Issuing State the total of the fees for each state through which the truck will travel.

### **4.0 The Procedures in Brief**

When all of the procedures required to implement this program are in place, the following briefly describes how they will operate.

- A. The trucking industry, permit service companies and all interested parties will be given copies of the regional highway network map and a summary of the requirements for operating envelope vehicles under the multi-state Agreement (as contained in this document). Each truck driver using these procedures is strongly encouraged to carry a copy of this map on board the permitted vehicle.

- B. Workshops and public meetings will be held for the purpose of describing the new procedures, and to answer questions.
- C. The truck operator requiring a multi-state permit for a non-divisible overweight or over-size vehicle that falls within the limits of the Agreement will contact the Issuing State and request a permit for a specific trip (with a specific origin and destination) and for a specific vehicle.
- D. If the vehicle and the highway route required to make the trip falls entirely within the limits of the Agreement, the Issuing State will:
- Issue the multi-state permit, using the common permit form.
  - Collect the fees, that are the sum of all the individual fees of each state through which the envelope vehicle will travel.
  - Designate the specific routes that can be used, by a specific vehicle.
- E. If one (or more) of the requirements of this common procedure are not met for one or more states, then the Issuing State will require the truck operator to obtain individual state permits in those states where the requirements cannot be met.
- F. After receiving the multi-state permit, the truck operator must comply with all the safety requirements described in Section 5.0 of this document.
- G. Each state will be responsible for the enforcement of the non-divisible oversize and overweight laws within its own boundaries. The multi-state permit will be valid in each state for which it has been issued. However, if the requirements of the permit have been violated in a particular state, the individual requirements of that state will be enforced. Any fines collected within that state will continue to be retained in that state with no reimbursement being made to any other state (including the Issuing State).



### 5.1 Introduction

This section establishes a single set of safety requirements for envelope vehicles engaged in interstate travel within the Agreement States' area. They are basically the same as those recommended by AASHTO. The purpose of establishing these common procedures is to provide for ease in operation for the trucking industry and enforcement by the states.

### 5.2 Flags

All warning flags will be either red or orange fluorescent and at least 18 inches square. Flags will be clean enough to distinguish the color of the flag from a reasonable distance.

All warning flags will be secured by at least one corner or mounted on a staff. There are two circumstances requiring the use of flags:

1. **Overwidth loads** - at least two (2) and up to six (6) flags will be mounted at the widest extremity of the load, depending upon the load configuration (see figure 1 at the end of this document); and
2. **Overlength loads**, or loads with rear or front-end overhang, in excess of four (4') feet will display one flag at the end of the overhang if less than two (2') feet wide and two flags if the overhang is over two (2') feet wide (see figure 2 at the end of this document).

### 5.3 Signs for Oversized Loads

The wording for the sign will be: "OVERSIZE LOAD". The sign size will be as follows:

#### 1. For Load Vehicles

Size: Not less than 7 feet long and 18 inches high.

Color: Black letters on yellow background.

Letter Size: Not less than 10 inches high with approximately 1.4 inch brush stroke.

Location: Front of vehicle and rear of load.

2.       **For Escort Vehicles**

Size:   Not less than 5 feet long and 10 inches high.

Color:   Black letters on yellow background.

Letter Size:   Not less than 10 inches high with  
                  approximately 1.4 inch brush stroke.

Location:   Front or rear of escort vehicle as appropriate.

Upon delivery of the oversized load, all signs on load and escort vehicles shall be removed or covered, so that they are no longer visible.

5.4       **Lights**

1.       For Load Vehicles - no special lighting is required on load vehicles. However, load vehicles will travel with low beam headlights on at all times. This provision shall not be required for permitted vehicles that are overweight only and meet legal size dimensions.
2.       For Escort Vehicles - flashing yellow lights shall be in operation above the highest point of the vehicle and visible from the front and rear. Escort vehicles will also travel with low beam headlights on at all times.

5.5       **Escort Vehicles**

Escort vehicles are required to accompany permitted vehicles under the guidelines in this paragraph. Escort vehicles will be the size of a compact size car or larger. The drivers of escort vehicles will maintain visual and two-way radio contact with the permitted vehicle at all times. When one escort is required, it shall precede a load on undivided highways and follow the load on divided highways. Following is a description of escort vehicle requirements. Escort vehicle requirements will be generally the same on both four-or-more-lane divided highways and on two-lane roads on the designated system as follows:

Overwidth:   No escort is required for overall widths less than 12' - 0". One escort vehicle is required for overall width of 12' - 0" or more.

Overlength: No escort vehicle is required for overlength of less than 80' - 0". One escort is required for overlength of 80' - 0" or more.

Overhang: No escort vehicle is required if overhang is less than 15' - 0" with proper flags displayed. One escort vehicle is required if the overhang is 15' - 0" or more.

There may be some special circumstances where a second escort vehicle will be required for safety reasons, but such occurrences are anticipated to be infrequent. As an example, on a two-lane, undivided highway, two escorts will be required when the overhang is 15' - 0" or more to the rear, and where the width is 12' - 0" or more.

#### 5.6 Spacing Between Permitted Vehicles

There shall be a minimum spacing of 1,000 (one thousand) feet between any oversize permitted vehicles traveling in the same direction.

#### 5.7 Speed

Permit vehicles must travel a safe speed and obey any special speed restrictions for permit vehicles established by the state in which they are traveling. (See Section 6.0 for Special Conditions.)

#### 5.8 Days of Travel

Permit travel is authorized during approved hours on Monday through Friday. No permit travel on Saturday or Sunday is authorized under the Agreement. (Weekend travel in states which allow it must be coordinated individually between the carrier and that respective state). Permit travel is not allowed on specified holidays.

A list of individual state holiday periods on which permit travel is restricted will be published annually by each state and will be sent to all state permit issuing offices well in advance of January 1, of the year in which the holidays occur. (See Section 6.9 for Special Conditions.)

## 5.9 Hours of Travel

Permit vehicles may travel on designated routes from 30 minutes prior to sunrise, until 30 minutes after sunset. No night-time travel is authorized except for envelope vehicles which are overweight only and are capable of traveling with the traffic flow and are not restricted to daylight travel time. (See Section 6.0 for Special Conditions.)

## 5.10 Inclement Weather

No travel is allowed when road conditions, weather conditions, or visibility make traveling hazardous to the operator or to the driving public. Vehicles which are underway when inclement weather occurs must exit the road at the first available location and park in a safe place until the weather clears, or until the road conditions improve.

## 5.11 Use of Travel Lanes

When two or more lanes are available in one direction, vehicles in excess of 12' - 0" wide shall travel in the right lane, except in an emergency or to comply with any other restriction established by the state in which they are traveling.

## 6.0 Special Conditions

### 6.1 Introduction

The following special conditions apply to the procedures described above:

1. Holidays
2. Hours of Travel
3. Detours
4. Vermont and Rhode Island Fuel and Insurance Requirement
5. Registered Vehicle Weight

They are described in more detail in the following sections.

Each of the Agreement States share certain holiday dates, but there are some differences. Prior to January 1 of each year, each state will make available a list of observed holidays.

For 1994, the following holidays are observed, as shown in Table 6.1.

No travel is permitted on those days. There are certain Holidays on which the State Permit Offices may be closed but travel may be permitted because of the unique nature of the Holiday (such as Town Meeting Day in Vermont).

The days on which the Permit Offices are closed are shown in Table 6.2.

Table 6.1

## State Holiday Observance Dates for 1995

## NO TRAVEL PERMITTED

	Maine	Mass	NH	RI	VT**
New Year's Day	Jan. 2	Noon : Dec. 31 thru noon Jan. 2	Jan. 2	Jan. 2	Noon Dec. 30 thru Jan. 2
Martin L. King's Day	-----	-----	-----	-----	Jan. 16
Washington's Birthday	-----	-----	Feb. 20	-----	Noon Feb. 17 Feb. 20
Patriots Day	-----	-----	-----	-----	-----
Town Meeting Day	-----	-----	-----	-----	-----
Memorial Day	May 29	Noon May 26 thru noon May 30	May 29	May 29	May 29
Independence Day	July 4	Noon July 3 thru noon July 5	July 4	July 4	July 4
Bennington Battle Day	-----	-----	-----	-----	-----
Victory Day	-----	-----	-----	Aug. 14	-----
Labor Day	Sept. 2 thru Sept. 4	Noon Sept. 1 thru noon Sept. 5	Sept. 4	Sept. 4	Noon Sept. 1 Sept. 4
Columbus Day	-----	-----	Oct. 9	Oct. 9	Oct. 9
Veterans Day	-----	-----	Nov. 10	-----	Nov. 10
Thanksgiving Day	Nov. 23 Nov. 24	Nov. 23	Nov. 23 & 24	Noon 22 Nov. 23	Noon Nov. 22 Nov. 24
Christmas	Dec. 25	Noon Dec. 22 thru Noon Dec. 26	Dec. 25	Dec. 25	Dec. 25

\*See Table 6.2 for State Permit Office Closed Dates.

\*\*In addition to State holidays, Vermont, no travel allowed on Friday afternoons beginning 07/07/95 thru 09/01/95. For further information concerning Vermont travel restrictions call (802) 828-2064.

Table 6.2

## State Permit Office

## Closed Dates for 1995

	Maine**	Mass	NH	RI	VT
New Year's Day	Jan. 2	Jan. 1	Jan. 2	Jan. 2	Jan. 2
Martin L. King's Brthdy/ Civil Rights Day	Jan. 16	Jan. 16	-----	Jan. 16	-----
Washington's Birthday	Feb. 20	Feb. 20	Feb. 20	-----	Feb. 20
Town Meeting Day	-----	-----	-----	-----	Mar. 7
Patriots Day	Apr. 17	Apr. 17	-----	-----	-----
Memorial Day	May 29	May 29	May 29	May 29	May 30
Independence Day	July 4	July 4	July 4	July 4	July 4
Victory Day	-----	-----	-----	Aug. 14	-----
Bennington Battle Day	-----	-----	-----	-----	Aug. 16
Labor Day	Sept. 4	Sept. 4	Sept. 4	Sept. 4	Sept. 4
Columbus Day	Oct. 9	Oct. 9	-----	Oct. 9	-----
Election Day	-----	-----	-----	-----	-----
Veterans Day	Nov. 10	-----	Nov. 10	-----	Nov. 10
Thanksgiving Day	Nov. 23 & 24	Nov. 23	Nov. 23 & 24	Nov. 23	Nov. 23
Christmas Day	Dec. 25	Dec. 25	Dec. 25	Dec. <sup>25</sup> <del>26</del>	Dec. 25

\*See Table 6.1 for Holiday Observance Dates, when NO Travel Is Permitted!

\*\*In addition to State holidays, Maine will be closed 1/28, 2/22, 3/21, 4/19, 5/13, 7/22, 8/12, 10/31, and 12/23.

### 6.3 Hours of Travel

The exceptions to the hours of travel described in section 5.9 are as follows:

**Maine:** Movement of loads exceeding the legal limits will not be permitted on Saturdays during the months of July and August only. (Note: Saturday travel is not permitted under these Common Permit Procedures, but may be permitted by individual state permit procedures.)

**Massachusetts:** (1) On that portion of Route I-93 between Route I-95 in Canton and the intersection of Routes I-93 and State Route 3 in Quincy, travel daylight hours between 7:00 am to 9:00 am and after 3:30 pm. (2) On that portion of Route I-95 between Canton and the intersection of State Route 1 in Peabody, travel daylight hours except between 7:00 am to 9:00 am and after 3:30 pm. (3) This permit does not authorize travel on Route I-93 north of Exit 15 on Route I-93 (Southeast Expressway) during daylight hours only except between 7:00 am to 9:00 am and after 3:30 pm. (4) In the area within State Route 128 (shown as shaded on the Regional Highway Network Map), there will be no travel with loads in excess of 12 feet 0 inches wide between 7:00 am and 9:00 am, and after 3:30 pm.

**New Hampshire:** Movements will not be made if vision is obscured by fog or inclement weather, or pavement unsafe for travel due to slippery winter conditions.

**Rhode Island:** For mobile or modular homes over 12' - 0" wide, for construction equipment over 13' - 0" wide, and for cranes, the following travel restrictions apply: The allowable time periods will be as shown on the Regional Highway Network Map, RED ROUTES prohibit only moves over 12' - 0" wide between 7:00 am to 9:00 am and after 3:30 pm.

**Vermont:** Permits will not be issued for travel in excess of 108,000 lbs., or over 10' - 6" wide, or over 100' - 0" long on Saturday, Sunday, and Friday afternoons between July 1st and Labor Day or legal holidays. (Note: Saturday or Sunday travel is not permitted under these Common Permit Procedures, but may be permitted by individual state permit procedures.)

**RUTLAND** - US 4, no travel between 7:00 am and 9:00 am and between 3:00 pm and 6:00 pm.

**ROUTE 107** - SCHOOL DAY RESTRICTION ONLY, no travel allowed before 8:30 am, between 11:00 am - 12:30 pm and 2:00 pm - 5:00 pm.



A major operational detail is the need for each state to notify all other Agreement States of construction or other detours well in advance. Emergency detours will also be made known to all Agreement States as quickly as possible. This is necessary in order to indicate allowable routes on the common permit form.

All construction detours will be well signed in advance of the detour site, and the routing off the major route (i.e., usually an Interstate or Primary) will also be clearly marked.

For example, for a hypothetical trip starting in Rhode Island and ending in Maine using I-95, Maine would issue the common permit form. In this example, we assume there is a bridge construction project on I-95 in Danvers, Massachusetts, which requires that all oversize or overweight trucks must detour off I-95 for a certain distance in Danvers before the truck can resume travel on I-95. Massachusetts will set up detour signs on I-95 and on the alternative, local highway routing through Danvers.

The routing on the Permit Form will then read as follows:

- a. RI 95 (start trip)
- b. MA I-95, Danvers Detour, I-95
- c. NH I-95
- d. ME I-95 (end trip)

Another acceptable method of handling a move involving a detour unknown by the applicant can be accomplished by the state permit office inserting an asterisk (\*) at an appropriate place in the requested routing sequence. Details of the detour can then be specified (following a second asterisk) in the "Special Provision" block of the permit form. This method will enable the detour to be fully described without requiring resubmittal of the permit application or rewriting the proper routing.

## **6.5 Vermont Fuel and Rhode Island and Vermont Insurance Requirements**

Vermont statutes and regulations require that each registered truck using Vermont highways must display a Vermont fuel decal or plate; the vehicle must have on file an insurance certificate number for oversize and/or overweight vehicles only. Rhode Island requires that all trucks using Rhode Island highways must have on file an insurance certificate number.

The Issuing State must include those numbers on the Common Permit Form. It is the responsibility of the permit applicant to provide the numbers for that purpose.

## **6.6 Registered Vehicle Weight for Massachusetts Registered Vehicles Only**

In some instances, the registered vehicle weight for a truck that will have an oversize or overweight load is less than the weight of the load being carried. Therefore, the permit applicant must be certain that the necessary approvals are obtained in advance of the trip.

In consideration of the fee paid, the registered weight of the permitted vehicle is deemed to be increased to the weight and conditions shown on the Common Permit Form except in Massachusetts. For permitted Massachusetts Registered vehicles traveling in Massachusetts, the vehicle must be registered for the total gross weight.

## **7.0 State Permit Fees**

The following fee schedule is currently in place within each of the Agreement States.

Massachusetts: \$15.00 per trip. (as of 07/01/89)

# FEES FOR PERMITS FOR TRANSPORTING OBJECTS THAT EXCEED LEGAL LIMITS

In accordance with Title 29 M.R.S.A. § 1703, the State of Maine Secretary of State hereby determines that the fees to Permits for transporting objects exceeding the limits established by law shall be as follows: If more than one limit is exceeded permit fee is required on only one limit - on that which requires the higher fee. MAKE CHECKS AND MONEY ORDERS PAYABLE TO "SECRETARY STATE OF MAINE."

## FEES FOR EXCESS WEIGHT (Vehicle & Load)

Fees listed below for weights in excess of 34,000 lbs. on a 2 axle vehicle - or in excess of 54,000 lbs. on a 3 axle vehicle or combination of vehicles - or in excess of 69,000 lbs. on a 4 axle or combination vehicles - or in excess of 80,000 lbs. on a 5 axle vehicle or combination of vehicles.	
	ONE TRIP
0 - 5,000 lbs.	\$ 3.00
5,001 - 10,000 lbs.	\$ 4.50
10,001 - 15,000 lbs.	\$ 6.00
15,001 - 20,000 lbs.	\$ 7.50
20,001 - 25,000 lbs.	\$ 9.00
25,001 - 30,000 lbs.	\$10.50
30,001 - 35,000 lbs.	\$12.00
35,001 - 40,000 lbs.	\$13.50
over 40,000 lbs.	\$15.00

## FEES FOR EXCESS LENGTH (Vehicle & Load)

Single vehicle length including load 45 feet. Combination of vehicles 65 feet including all structural parts thereof. Combination of vehicles hauling tree length logs may extend rearward beyond the body of the vehicle by 8-1/2 feet, provided that not more than 25% of the length of the logs may extend beyond the body of the vehicle combination.	
	ONE TRIP
0 - 10 feet	\$ 3.00
10 - 15 feet	\$ 4.50
15 - 20 feet	\$ 6.00
20 - 25 feet	\$ 7.50
25 - 30 feet	\$ 9.00
30 - 35 feet	\$10.50
35 - 40 feet	\$12.00
40 - 45 feet	\$13.50
over 45 feet	\$15.00

## FEES FOR EXCESS WIDTH (Vehicle & Load)

Feet or portions thereof in excess of 8-1/2 feet.	
	ONE TRIP
0 - 2 feet	\$ 3.00
2 - 3 feet	\$ 4.50
3 - 4 feet	\$ 6.00
4 - 5 feet	\$ 7.50
5 - 6 feet	\$ 9.00
6 - 7 feet	\$10.50
7 - 8 feet	\$12.00
8 - 9 feet	\$13.50
over 9 feet	\$15.00

## FEES FOR EXCESS HEIGHT (Vehicles & Load)

Feet or portions thereof in excess of 14 feet.	
	ONE TRIP
0 - 5 feet	\$ 3.00
5 - 6 feet	\$ 4.50
6 - 7 feet	\$ 6.00
7 - 8 feet	\$ 7.50
8 - 9 feet	\$ 9.00
9 - 10 feet	\$10.50
10 - 11 feet	\$12.00
11 - 12 feet	\$13.50
over 12 feet	\$15.00

Overdimensional loads requiring State Police Escort(s) will be assessed the following fees:

	One Officer	Two Officers
Minimum Charge (up to 4 hours)	\$123.40	\$246.80
Each additional hour	\$ 30.85	\$ 61.70

If an escort is needed for longer than anticipated, permittee will be billed the balance due directly by Public Safety. To procure State Police Escorts, permittee must make arrangements with the State Police Communications Supervisor at (207) 289-2155 at least three days prior to date move is to be made. Permits requiring State Police Escorts should not be issued for Saturdays.

New Hampshire:

FEEs

Single Trip

Overlength, Width or Height or Combination Thereof: \$5.00

Overweight: Vehicle and load over registered weight but not exceeding;

50,000 pounds	5.00
50,001 to 60,000 pounds	6.00
60,001 to 7,000 pounds	7.00
70,001 to 80,000 pounds	8.00
80,001 to 90,000 pounds	9.00
90,001 to 100,000 pounds	10.00
100,000 to 108,000 pounds	12.00

Rhode Island: \$20.00 per trip

Vermont: Single trip permit: \$20.00;

Round trip (going the exact route and carrying the exact load):  
\$20.00 (as of 07/01/89)

8.0 State Contacts

For further information on any of the items contained in this document, please contact the following offices.

Maine Department of Transportation  
(207) 287-8632

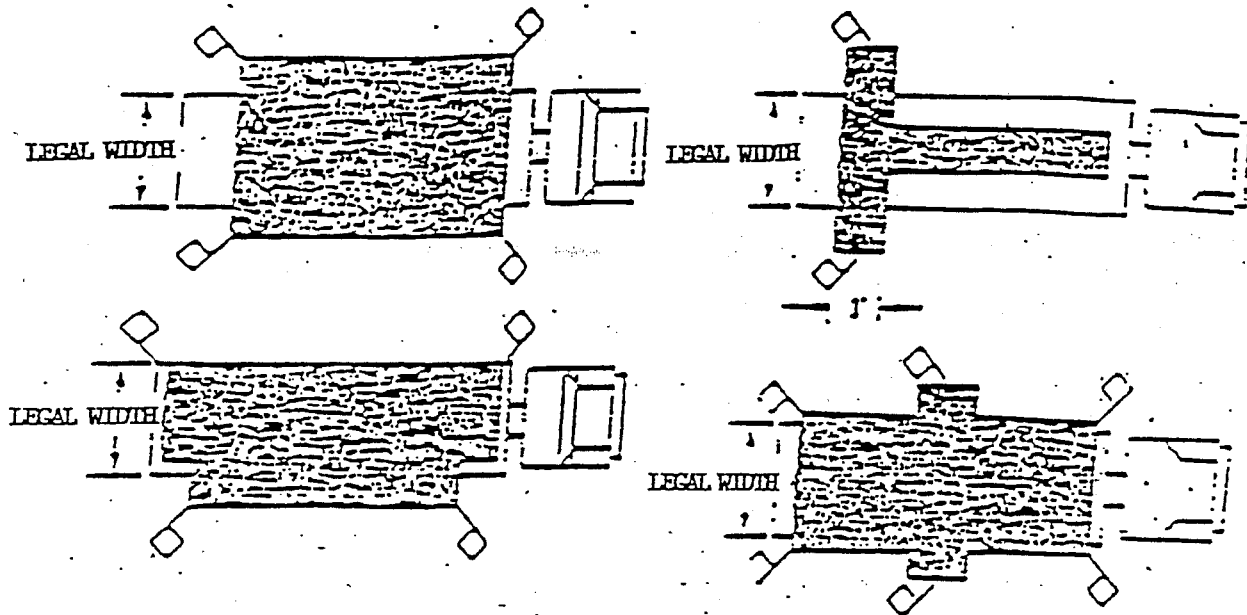
Massachusetts Highway Department  
(508) 624-0936

New Hampshire Department of Transportation  
(603) 271-2691

Rhode Island Department of Transportation  
(401) 277-3175 or 3176

Vermont Agency of Transportation  
(802) 828-2064

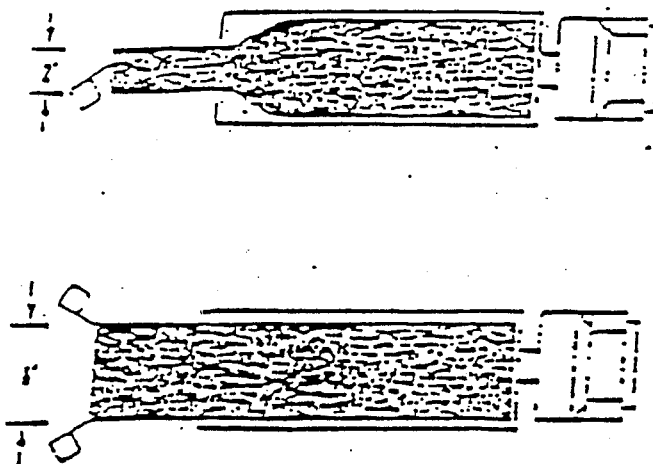
## 9.0 Figure 1



### Warning Flags on Overwidth Loads

Note: Use of flags are not to increase the overall load width.

## 10.0 Figure 2



### Warning Flags on Overlength Loads or Loads with a Rear End Overhang of More than Four Feet

Note: Use of flags are not to increase the overall load width.

**STANDARD APPLICATION AND PERMIT FORM FOR INTERSTATE TRAVEL  
FOR NON-DIVISIBLE OVERSIZE and/or OVERWEIGHT LOADS**

**APPLICATION**

1. Applicant _____				2. Telephone No. _____			
3. Mailing Address _____		4. Municipality _____		5. State _____		6. Zip Code _____	
7. Object To Be Moved 8. (If mobile/modular home show Make, Year, Color & Serial #) _____							
9. Vehicle and load max. dimensions							
Max Height		Max Width		Max Length		Front Overhang	
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Make: _____				Registration _____		Registr. Wgt. _____	
				No. Axles _____			
<input type="checkbox"/>	Truck _____						
<input type="checkbox"/>	Truck-Tractor _____						
<input type="checkbox"/>	Semi-Trailer _____						
<input type="checkbox"/>	Trailer(tag-along) _____						
Max Vehicle or Combination Gross Weight _____							
10. Origin: Municipality/State _____				11. Destination: Municipality/State _____			
12. Routing							
State _____				Routes _____			
a. _____				_____			
b. _____				_____			
c. _____				_____			
d. _____				_____			
Insurance Certificate No.: _____				Fuel Decal/Plate No.: _____			
Vermont _____				Vermont _____			
Rhode Island _____				(Non-Vt. Reg. Only) _____			

**FOR PERMIT  
OFFICE ONLY**

State Fee \_\_\_\_\_

\$ \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\$ \_\_\_\_\_

Total Fee \_\_\_\_\_

**PERMIT**

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Issue Date @ Time

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Expiration Date Issue State & Permit No.

Authorization and permission is hereby granted to move your vehicle as described in detail above in the application. Movements shall be made in compliance with the Special Provisions below and the General Provisions listed on the backside of the route map which shall apply as if fully written herein. Movements shall be made only within the limits of the routes stated in the above application. Permit shall be void if limitations and/or restrictions are exceeded.

Special Provisions: \_\_\_\_\_ escorts required.

In consideration of the fee paid the registered weight of this vehicle is deemed to be increased to the weight and conditions shown on this permit, except for vehicles registered and traveling in Massachusetts, which must be registered for the vehicle gross weight.

**NOTE:**

Failure to comply with all individual Agreement State and municipal laws, rules, and regulations invalidates this permit. All bridge weight and height limits, as posted must be observed.

Type Payment \_\_\_\_\_

Issuing Official \_\_\_\_\_

Telephone \_\_\_\_\_

(State Seal)

(Authorized Permit Official) \_\_\_\_\_

STANDARD APPLICATION AND PERMIT FORM FOR INTERSTATE TRAVEL  
FOR NON-DIVISIBLE OVERSIZE AND/OR OVERWEIGHT LOADS

# APPLICATION & PERMIT

Issue Date/Time:

Issue State & Permit No.:

Date(s) of Move:

Type Payment:

TOTAL FEE:

Issued To:

Fax Agency:

Object to be moved: \_\_\_\_\_  
(if mobile home, year, make, color & serial number)

## Vehicle and Load Maximum Dimensions

MAXIMUM WIDTH		MAXIMUM HEIGHT		MAXIMUM LENGTH		TOTAL COMB. GROSS WEIGHT	FRONT OVERHANG		REAR OVERHANG	
ft	in	ft	in	ft	in	lbs.	ft	in	ft	in
						Registration	Registration Weight		No. Axles	
Truck/Truck-Tractor (indicate one)						_____	_____		_____	
Semi-Trailer/Trailer (indicate one)						_____	_____		_____	

Origin (Municipality/State)

Destination (Municipality/State)

For Permit  
Office Only

State Routing

State Fee

A. \_\_\_\_\_

\$ \_\_\_\_\_

B. \_\_\_\_\_

\$ \_\_\_\_\_

C. \_\_\_\_\_

\$ \_\_\_\_\_

D. \_\_\_\_\_

\$ \_\_\_\_\_

E. \_\_\_\_\_

\$ \_\_\_\_\_

INSURANCE CERTIFICATE NO.

FUEL DECAL/PLATE NO.

Vermont \_\_\_\_\_

Vermont \_\_\_\_\_

Rhode Island \_\_\_\_\_

(Non VT Reg. Only)

SPECIAL PROVISIONS: escorts required.

Authorized Permit Official:

Telephone:

Authorization and permission is hereby granted to move your vehicle as described in detail above. Movements shall be made in compliance with the Special Provisions and the General Provisions listed on the back side of the route map which shall apply as if fully written herein. Movements shall be made only within the limits of the routes stated above. Permit shall be void if limitations and/or restrictions are exceeded. IN CONSIDERATION OF THE FEE PAID THE REGISTERED WEIGHT OF THIS VEHICLE IS DEEMED TO BE INCREASED TO THE WEIGHT AND CONDITIONS SHOWN ON THIS PERMIT, EXCEPT FOR VEHICLES REGISTERED AND TRAVELING IN MASSACHUSETTS, WHICH MUST BE REGISTERED FOR THE VEHICLE GROSS WEIGHT. Note: Failure to comply with all individual Agreement State and municipal laws, rules, and regulations invalidates this permit. All bridge weight and height limits, as posted must be observed.

